

39N 40E 4
40N 40E 31

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

ST 504
33-47

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Columbia River Bridge at Northport

other names/site number WSDOT Bridge No. 25-130

2. Location

street & number State Route 25 (SR-25), spanning the Columbia River ☐ not for publication

city or town Northport ☒ vicinity

state Washington code WA county Stevens code WA 065 zip code 99157

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Key Simpson
Signature of certifying official/Title

2/8/95
Date

State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the
National Register
☐ See continuation sheet.

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain):

Name of Property

County State

5. Classification**Ownership of Property**

(Check as many boxes as apply)

- ☐ private
☐ public-local
☒ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

_____ buildings
_____ sites
_____ 1 structures
_____ objects
_____ 1 Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

"Bridges of Washington State, 1941-1950"

"Historic Bridges & Tunnels in Washington State"

Number of contributing resources previously listed in the National Register

_____ 0

6. Function or Use**Historic Functions**

(Enter categories from instructions)

Transportation/road-related: bridge

Current Functions

(Enter categories from instructions)

Transportation/road-related: bridge

7. Description**Architectural Classification**

(Enter categories from instructions)

Other: Steel through truss

Materials

(Enter categories from instructions)

foundation

walls

roof

other Steel

Reinforced concrete

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☐ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☒ G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1949

Significant Dates

1949

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Washington State Dept. of Transportation

Name of repository: Bridge Condition Unit, WSDOT,
Olympia, WA; Archaeological & Historical Servi
Eastern Washington University, Cheney, WA.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

7. Physical Description.

Located only a few miles south of the Canadian border in Stevens County, the Columbia River Bridge at Northport was built during the period from 1946 to 1949 to replace a timber structure. That bridge, built in 1897 by the Red Mountain Railroad Company, had been converted from a railroad bridge to be used for automobile traffic. The structure had deteriorated to such an extent that it was closed to traffic on 5 October 1946.

Contracts for the substructure and approaches for the new bridge were awarded in August 1946. The south approach was originally intended to consist of three concrete T-beam spans totaling 130 feet in length, an earth fill section 323 feet long, and three reinforced concrete girder spans totaling 217 feet 4 inches. However, in the spring of 1948 violent flooding of the Columbia River caused undermining of the south main pier of the steel span. Because of the flooding, the design was changed to eliminate the earth fill and substitute five reinforced concrete T-beam and girder spans. It was also necessary to remove the undermined main pier by blasting and replacing it with a new pier founded at a greater depth.

As finally constructed, the bridge consisted of the following: eleven concrete T-beam and girder spans, totaling 673 feet, for the south approach; a riveted steel through cantilever truss consisting of two anchor spans each 168 feet long; two cantilever spans, each 140 feet long; a suspended span 224 feet long; and a 21-foot-long concrete slab north approach span. The total length of the bridge, including overhangs and bridge seats, is 1,542 feet. The steel truss spans generally have a level top chord and sloping bottom chords for the anchor arms and cantilever arms. Both structural carbon and structural silicon steel were used. Built for a total cost of \$1,751,587, the bridge was opened for traffic on 13 June 1951.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8, 9 Page 1

8. Statement of Significance.

The Columbia River Bridge at Northport is eligible for inclusion in the National Register of Historic Places under Criterion C. The Columbia River Bridge at Northport provides the only access to the west side of the Columbia River between Kettle Falls, some 32 miles to the south, and Trail, British Columbia, approximately 20 miles to the north. It also allows direct travel to Rossland, B.C., via U.S. Route 25 and Canada Route 22. In addition to its significance as a vital link in the north-south U.S. and Canada transportation network, the bridge is the largest and longest man-made structure of any kind in Stevens County and is an example of a bridge whose original design was notably altered during construction in order to improve the structure for years of extreme flooding. While it is not known when the technique of underwater blasting was developed, this method played an important role in the removal of the fifth pier during reconstruction after it was undermined by flooding. Constructing a durable pier posed a difficult challenge for the builder.

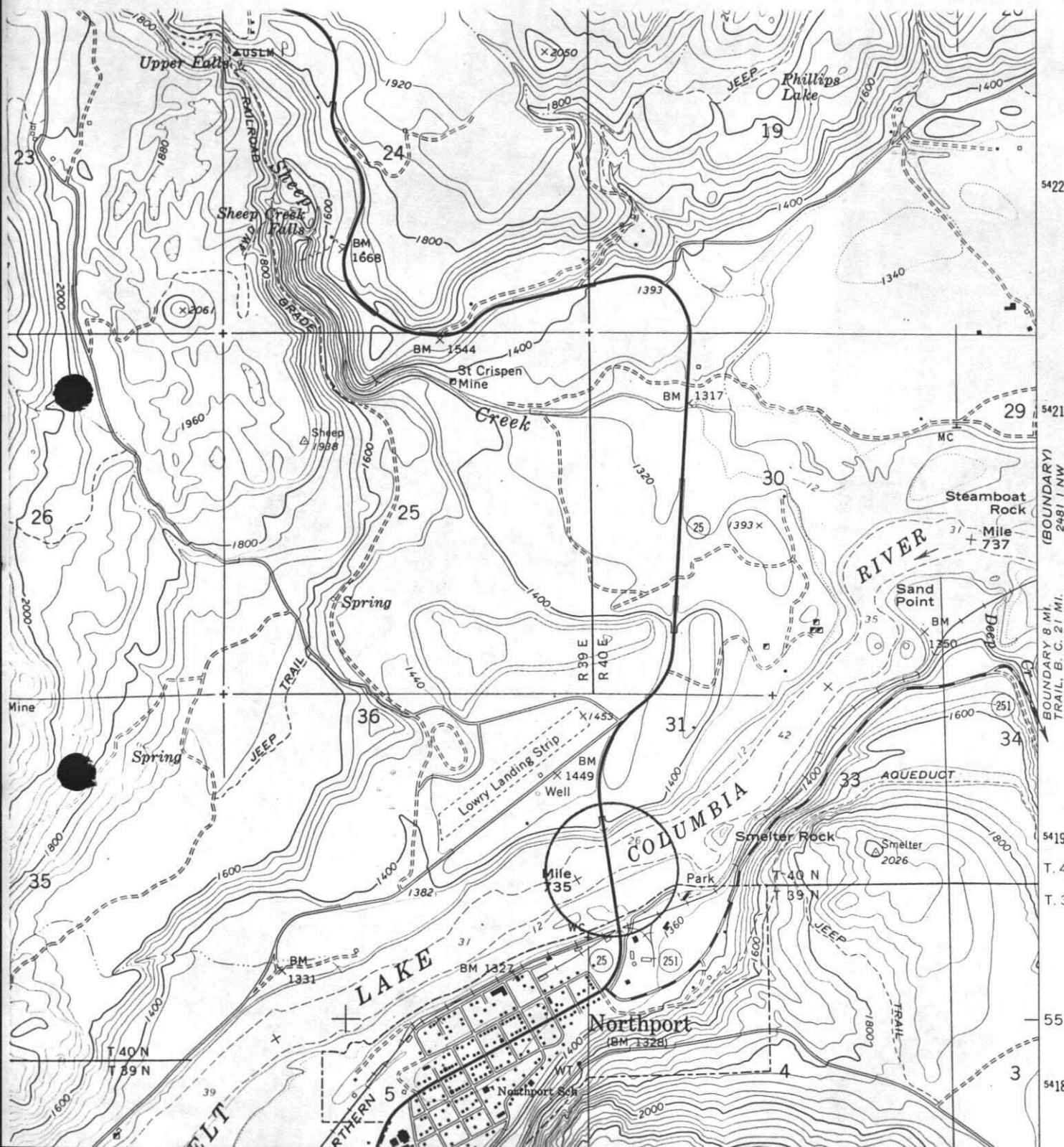
Clarence B. Shain and W. A. Bugge were Directors of Highways for the State of Washington during construction of the bridge. George Stevens was the Bridge Engineer. MacRea Brothers were the contractors for the original approach spans and bridge piers. General Construction Company was the contractor for the additional approach spans and reconstruction of the south main pier. Midland Structural Steel Company was the contractor for the steel portion of the bridge.

9. Major Bibliographical References.

Washington State Department of Highways. *Biennial Reports*, 1946-1948, 1948-1950.

Washington State Department of Transportation (WSDOT). Columbia River Bridge at Northport plans, dated 10 December 1946, on file in the Bridge Preservation Office, WSDOT, Olympia, Washington.

WSDOT. "Bridge Condition Card—Columbia River Bridge at Northport," 28 December 1948, on file in the Bridge Preservation Office, WSDOT, Olympia, Washington.



Columbia River Bridge
at Northport
WCLOT NR 50/150

UTM Reference

Zone Easting Northings
11 443180 5418900

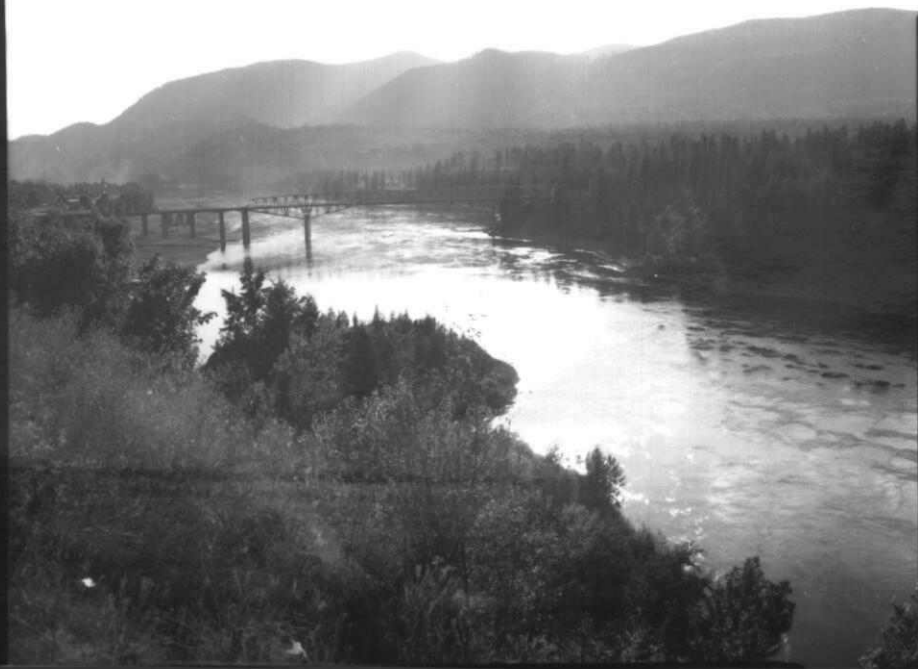


Columbia River Bridge at Northport
View from northeast

6:15 p.m. into sun

August 1994

Photographer: Lawrence M. Jacobson



Columbia River Bridge at Northport
View from northeast

6:15 pm into sun

August 1994

Photographer: Lawrence M. Jacobson



Columbia River Bridge at Northport

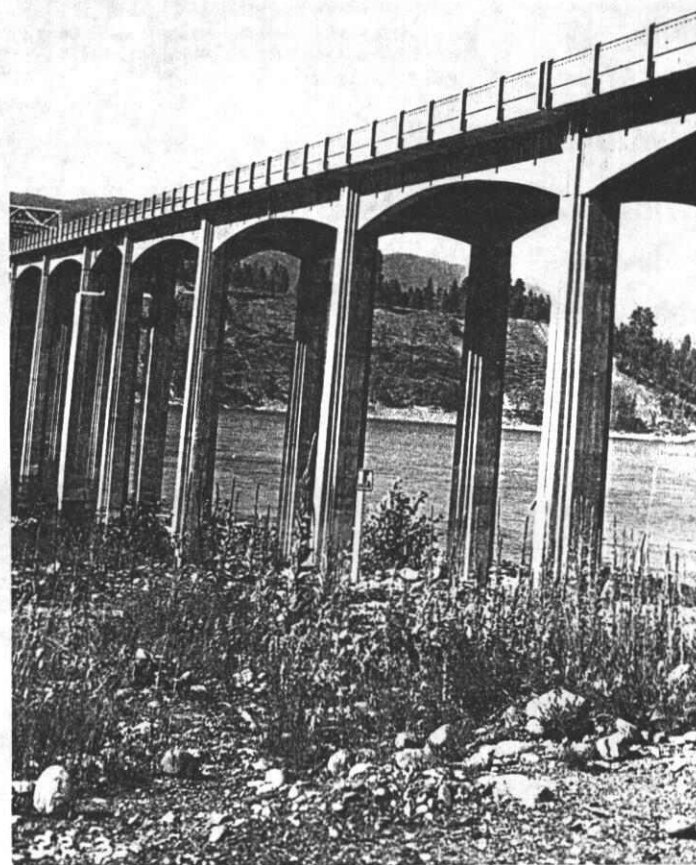
View from West - August 1994

Photographer: Lawrence M. Jacobson



Columbia River Bridge at
Northport - August 1994.

Photographer: Lawrence M. Jacobson



Columbia River Bridge at Northport
Looking East (Upstream)

Contract No. 3297



Columbia River Bridge at Northport
WSDOT Bridge No. 25-130

Northport (vicinity), Washington

Photographer: Wash. St. Dept. of Trans.
Photograph undated

Washington State Dept. of Transportation,
Bridge Condition Unit, Olympia, WA
Looking East

Stevens Co.